

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4003. 號七廿月四年六十七百八千一英

HONGKONG, THURSDAY, APRIL 27, 1876.

日四初月四年子丙

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

GEO. ANDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GUTHRIE, 121, Holborn Hill, L.C. BATES, REEDY & CO., 4, Old Jewry, E.C. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTHRIE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco.

CHINA.—Sutton, QUELON & CAMPBELL, Amoy, Gilis & Co. Foochow, HONG & Co. Shanghai, LAKE, CRAWFORD & Co. Hongkong, and KELLY & Co. Manila, C. HENNINGSEN & Co. Macao, L. A. DA GRAGA.

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1846.

—a—d—

BY IMPERIAL DECREE OF 25TH JULY, 1864, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. £ Sterling. PAID-UP CAPITAL, 80,000,000 3,200,000 RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris. LONDON AGENT.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brüssel, Bombay, Calcutta, St. Denis (Île de la Réunion), Hongkong, Shanghai and Yokohama. LONDON BRANCHES.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,

Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 100,000 Dollars.

## COURT OF DIRECTORS.

Chairman.—E. R. BEILLIUS, Esq. Deputy Chairman.—AD. ANDER, Esq. J. F. CORDER, Esq. S. W. POMEROY, Esq. H. HOPKINS, Esq. F. D. SASSOON, Esq. A. MUIVEN, Esq.

## CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager. Shanghai, E. WEN CAMERON, Esq. LONDON BRANCHES.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " " 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

## FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Island Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. E. FALCONER:—THE TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with Terrace and ample Gardens; the Ground Floors are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to JOHN NOBLE, 48, Queen's Road, Hongkong, March 20, 1876.

## Notices of Firms.

### NOTICE.

I HAVE this day authorized Mr J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON.

Hongkong, January 1, 1876.

### NOTICE.

THE Underigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & KAY.

A. G. MORRIS.

E. G. RAY.

Bank Buildings, Hongkong, February 3, 1876.

### NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorised to sign by procuration in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

### NOTICE.

THE Underigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.

R. H. CAIRNS.

1, Club Chambers, Hongkong, April 20, 1876.

## THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's Station at this Port from this date.

CARL CHR. BOJENSEN.

Hongkong, April 6, 1876.

### NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfo.

P. F. DA SILVA.

Formosa, April 1, 1876.

## NOTIFICATION.

IT is herewith notified that a Customs House has been Established at HOI-HOW (海口), the Treaty Port of KIUNGCHOW (瓊州), and has been opened for transaction of Business under this day's date.

H. O. BROWN,

Commissioner of Customs,

Kiungchow Customs, Hoi-how, April 1, 1876.

## For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliant and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

A fresh supply of the "Little Wanzler" Sewing Machines.

Agents for Hongkong.

SAYLE & Co., VICTORIA EXCHANGE, Queen's Road & Stanley Street.

## JUST RECEIVED.

Ex S. S. "NAPLES."

A Large Assortment of New Books.

NOVELS, WORKS OF REFERENCE, GIFT BOOKS,

SCHOOL BOOKS, &c.

LAMBERT, ATKINSON & Co.

Hongkong, April 22, 1876.

## JUST RECEIVED.

Ex S. S. "VIKING & "NAPLES."

PRIME Quality Bucks' DANISH BUTTER in tins of 1-lb., 2-lb., and 4-lb. each.

BASS' ALE, (October brew), in bulk, in hds. and kilderkins.

LAMBERT, ATKINSON & Co.

Hongkong, April 22, 1876.

## For sale.

### FOR SALE.

In One Lot, or in Lots to suit Purchasers.

THE BUILDINGS, MACHINERY and LAND belonging to the BIEN HOA SUGAR FACTORY (Cochin China), consisting of:—

FIVE SUGAR MILLS, with accessories complete, Sheet-iron Troughs, Copper Boilers, Vacuum Pans, Five Turbines with Independent Engines, Concretors, &c., &c., &c.

Machines for Adjusting and Fitting, Turning Lathe, Boring Machine, &c., &c., &c.

One Gas Machine.

One Steam-Crane.

Spare Materials, Iron and Copper Pipes of various dimensions, &c., &c.

One Tug Boat, 50 H.P., 70 Tons, in good order.

One Steam Launch.

Fifteen large native Cargo Boats, in good order.

The Land and Buildings of the Estate, situated on the River.

The Estate of Lacan Bienhoa Province, comprising an area of about 300 Hectars, mostly cultivated.

Apply to THE BANQUE DE L'INDO-CHINE, SAIGON.

April 25, 1876.

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

## FRIDAY,

the 28th April, 1876, at Noon,—Morton's Oilman's Stores, Pickles, Sauces, Vinegar, Salad Oil, Table Salt, Tart-fruits, Jams, Jelly, Raisins, Currants, Tapioca, Oatmeal, Cheese, &c.

Also,

Assorted Bonbons, Lemon Syrup, Cotton Socks, Table Cloths, Napkins, Tooth Brushes, Shoe Brushes, Tobacco, Lime Juice, Chloride of Lime, 100 Navy Pistols.

4 cases Cologne Water.

&c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, April 25, 1876.

## PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on

SATURDAY, the 29th day of April, 1876, at 2 p.m., at his Sales Room, No. 8, Queen's Road,—

An Invoice of Steel Engravings and Chromolithographs.

An Invoice of Perambulators.

Sundry German, Latin, English, Spanish and French BOOKS.

And, A few Ningpo Carved Book Slides, Picture Frames and Figures.

Also, 1 Amoy COW with Calf at Foot.

1 Amoy HEIFER.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. All lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, April 26, 1876.

## PUBLIC AUCTION.

By Order of the Mortgagees, under Bill of Sale.

LANE, CRAWFORD & Co. have received instructions from the Mortgagees to sell, on

## MONDAY,

the 8th May, 1876, at Noon,—

The Whole of the Stock-in-trade, Shop Fittings, Machinery, Carpenter's, Engineer's, and Blacksmith's Tools, Household Furniture, &c., &c., &c., of or belonging to B. R. STANFORD, Shipwright, &c., on the Premises at Spring Gardens.

Further particulars will be shortly announced.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. All lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

Hongkong, April 24, 1876.

## Intimations.

### THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above Company's Station will be TAKEN OVER by Mr C. C. BOJENSEN, who has been appointed ACTING SUPERINTENDENT.

A. SUMNISON,

Superintendent.

Hongkong, April 6, 1876.

## NOTICE.

THE OFFICE of the Underigned has been REMOVED to No. 1, QUEEN'S ROAD, corner of Ice House Lane.

W. H. NOTLEY,

Agent, Messrs. Henry S. King & Co., London.

Hongkong, April 15, 1876.

## COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet. Breadth do., 92 " Depth of Water, Springs, 24 " do., Neaps, 21 "

The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Felt, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to W. B. SPRATT & Co., 9, Praya East.

Hongkong, April 20, 1876.

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

### NOTICE.

A SPECIAL AGENCY of the Company has been opened in LONDON, under the Management of Mr WALDEMAR SCHMIDT, at 3, St. Michael's Alley, Cornhill.

By Order, W. H. RAY,

Secretary.

Hongkong, March 28, 1876.

## THE GREAT NORTHERN TELEGRAPH COMPANY.

ON account of the heavy sea the REPAIRS to the YANGTZE CABLE have not yet been completed.

The Company will keep up connection between GUTZLAFF ISLAND and SHANGHAI by aid of a TUG STEAMER, which will leave SHANGHAI EVERY EVENING and return EVERY MORNING at Daylight.

By this arrangement all Telegrams between this Port and Shanghai will be forwarded within 24 hours.

CARL CHR. BOJENSEN,

Acting Superintendent.

Hongkong, April 24, 1876.

## NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHERSPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1874, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BRERETON, of 29, Queen's Road, Hongkong, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BRERETON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BRERETON will proceed to distribute the Assets of the said JOHN WOTHERSPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BRERETON will not be liable for the Assets or any part thereof so distributed to any person of whose Claims he has not had notice at the time of the distribution.

Dated this 29th day of March, 1876.

W. H. BRERETON,

29, Queen's Road, Hongkong,

Solicitor.

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## WANTED.

AN Experienced European FEMALE to accompany a Family with 8 Children to England. Terms, a free Passage. Applications to be sent to the Office of this paper, addressed "A. B. C."

Hongkong, April 11, 1876.

## Entertainments.



### CITY HALL.

MADAME CARLOTTA TASCA begs to announce that her FAREWELL CONCERT will take place at the above HALL.

## TO-NIGHT,

THURSDAY, 27th April, 1876.

Under the immediate patronage and presence of H. E. SIR ARTHUR KENNEDY, K.C.M.G., J.C.B. VICE-ADMIRAL RYDER, SIR JOHN AND LADY SMALE, COL. DICKINS, And the Officers of the 28th Regiment.

## PROGRAMME:

PART I. OVERTURE, "Der Freischütz" Weber. SOLO PIANOFORTE, Sonata Op. 27, (known as the Moonlight Sonata), Beethoven. SONG, "My Love is Waiting," Plumpton. SOLO PIANOFORTE—A Deux Valses, Chopin. B Impromptu, Liszt. SELECTION, "Faust," Gounod. SOLO PIANOFORTE—A Reverie, Carlotta Tasca. B Tarantelle, Carlotta Tasca.

An Interval of Ten Minutes.

SOLO PIANOFORTE, "Polka de la Reine," Raff. SOLO PIANOFORTE, "Le Chant des Naiades," Ascher. OVERTURE, "Les Diamans de la Couronne," Auber.

By kind permission of Colonel Dickins and Officers, the Band of H. M.'s 28th Regiment will play the above Orchestral Pieces—Conductor, Mr E. P. HUNT.

Reserved Seats, \$2.00. Unreserved Seats, \$1.00.

Doors Open at 8.30. Commence at 9. Tickets to be had of Messrs LANE, CRAWFORD & Co., where a plan of the Hall may be seen.

Hongkong, April 27, 1876.

## Shipping.

### Steamers.

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI (DIRECT.) Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "GLAUCUS" will be despatched on or about the 28th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.



## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLIE, ADEN, SUEZ,  
ISMAILIA, PORT SAID, NAPLES,  
AND MARSEILLES;  
Also,  
PONDICHERY, MADRAS AND  
CALCUTTA.

ON SATURDAY, the 29th April, 1876, at Noon, the Company's S.S. *SINDH*, Commandant RAPATEL, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 28th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, April 24, 1876. ap2

## For Sale.

## FOR SALE.

## "OCEANIC."

THIS Season's American HAMS and BACON in prime condition. Smoked SALMON.  
Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.  
MACLEWEN, FRICKEL & Co.  
Hongkong, February 19, 1876.

## BISCUIT FLOUR.

AN Excellent FOOD for INFANTS and CHILDREN.  
MANUFACTURED SOLELY BY  
THE HONGKONG & CHINA BAKERY CO., LIMITED.  
In Tins Containing 6 lbs.  
Hongkong, April 8, 1876. my8

## FOR SALE.

200 Cases CLARET from BORDEAUX.  
Apply to  
LANDSTEIN & Co.  
Hongkong, March 10, 1876.

## To-day's Advertisements.

## FOR AMOY (DIRECT.)

The Steamship  
"LEONOR,"  
Capt. ARANGUEN, will be  
despatched for the above Port  
TO-MORROW, the 28th Instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.  
Hongkong, April 27, 1876. ap28

## CASTLE LINE OF STEAMERS.

## FOR SAIGON.

The Steamship  
"GLAMIS CASTLE"  
will leave for the above Port  
at Daylight on SATURDAY,  
the 29th Instant.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, April 27, 1876. ap28

## FOR SWATOW, AMOY, TAIWANFOO AND TAMSUI.

The Steamship  
"HAILONG,"  
Capt. ARANGUEN, will be  
despatched for the above Ports  
on SUNDAY, the 30th Inst., at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.  
Hongkong, April 27, 1876. ap80

## FOR COOKTOWN, BRISBANE AND SYDNEY.

(Taking through Cargo for MELBOURNE.)  
The Eastern and Australian  
Mail Steam Co.'s Steamer  
"SINGAPORE,"  
Capt. J. H. FRANK, will be  
despatched at above on SATURDAY, the  
6th May, at Noon.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.  
Hongkong, April 27, 1876. my6

## STEAM TO YOKOHAMA.

(Taking Cargo at through rates to  
HIOGO & NAGASAKI.)  
The P. & O. S. N. Co.'s S.S.  
"MALACCA"  
will leave for the above place  
shortly after the arrival of  
the Lombardy with the next English Mail.  
A. MOLVER,  
Superintendent.  
Hongkong, April 27, 1876.

## STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S.S.  
"LOMBARDY"  
will leave for the above place  
about 24 hours after her arri-  
val with the next English Mail.  
A. MOLVER,  
Superintendent.  
Hongkong, April 27, 1876.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer  
Glaucus are hereby notified that the  
Cargo is being discharged into craft & landed  
at the Godowns of the Underlings, in both  
cases it will lie at Consignees' risk. The  
Cargo will be ready for delivery from  
Godown on and after the 29th April,  
1876.  
Goods undelivered after 6th May, 1876,  
will be subject to Rent.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 27, 1876. my9

## To-day's Advertisements.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship  
"TIBRE,"  
Capt. DE GIRAUD, will be  
despatched for YOKOHAMA  
shortly after the arrival of the next French  
Mail.  
G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, April 27, 1876.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship  
"AVA,"  
Capt. FLEURBAIS, will be  
despatched for SHANGHAI  
shortly after her arrival from Europe.  
G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, April 27, 1876.

## NOTICE.

APPLES OFF THE ICE.  
Just Landed and For Sale.  
CHOICE AMERICAN BALDWIN  
APPLES, in Good Condition, re-  
ceived packed in Ice, ex Ship "Comet."  
TUDOR COMPANY,  
J. F. HORGAN,  
Agent.  
Hongkong, April 27, 1876. my4

## SHIPPING.

## ARRIVALS.

April 27, *Fuyuen*, from Canton.  
April 27, *Consolation*, British steamer,  
768, Cocksack, Saigon April 22, Rie.—  
ORDER.  
April 27, *Singapore*, British steamer, 964,  
Jas. H. Peake, Sydney Mar. 20, Cooktown  
April 4, and Singapore 20, General.—GIBB,  
LIVINGSTON & Co.  
April 27, *Glaucus*, British steamer, 1650,  
T. S. Jackson, London and Singapore April  
20, General.—BUTTERFIELD & SWIRE.  
April 27, *Marie Heydon II*, German  
barque, 256, A. Mühlmann, Newchwang  
April 5, Beans.—WM. PUSTAU & Co.  
6.30 p.m.—Two barques signalled from  
the westward.

## DEPARTURES.

April 27, *Douglas*, for Swatow, &c.  
27, *Xangtsze*, for Shanghai.

## CLEARED.

*Hemietta Behn*, for Norvorskoy.  
*Christian*, for Halphong.  
*Villa de Rivadavia*, for Manila.  
*Yarra*, for Takao.  
*Duna*, for Saigon.  
*Leonor*, for Amoy.  
*Pardo*, for Saigon.

## PASSENGERS.

ARRIVED.—Per *Singapore*, Mr and Mrs  
Greig, child and servant, Messrs Anderson,  
Smith, Smith, Ah Sin and 51 Chinese from  
Sydney, and 255 from Singapore.  
Per *Glaucus*, 1 European and 138 Chinese.  
DEPARTED.—Per *Douglas*, for Amoy, Mr  
A. H. Duncan; for Foochow, Dr Dean, and  
Mr J. H. P. Sanderson; 1 European deck  
and 277 Chinese.  
Per *Yangtze*, for Shanghai, Miss Bacon,  
Mr Bacon, and 2 other cabin.

## SHIPPING REPORTS.

The British steamer *Singapore* reports:  
nothing but fine weather with light breezes  
throughout the passage.  
The British steamer *Consolation* reports:  
fine weather all the way to port.  
The British steamer *Glaucus* reports:  
light N.E. and E winds and fine weather  
throughout. Passed the barque *Otterops*  
bound North, off Pulo Sapata, same day  
passed the barque *Three Sisters* and the s.s.  
*Bowen*, both bound South.

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE.—

For AMOY.—  
Per *LEONOR*, at 11.30 a.m. To-mor-  
row, the 28th Inst.  
For SHANGHAI.—  
Per *GLENNYON*, at 8.30 p.m. To-mor-  
row, the 28th Inst.  
Per *GLAUCUS*, at 4.40 p.m. To-mor-  
row, the 28th Inst.  
For SAIGON.—  
Per *CITY OF EXETER*, at 11.30 a.m.  
To-morrow, the 28th Inst., instead  
of as previously notified.  
Per *ADRIA*, at 11.30 a.m. on Monday,  
the 1st May.

## MAILS BY THE ENGLISH PACKET.—

The French Contract Packet *SINDE*,  
will be despatched on SATURDAY,  
the 29th Inst., with Mails to and  
through the United Kingdom and  
Europe, via Marseilles, to Saigon,  
Singapore, Batavia, Galle, Pondi-  
cherry, Madras, Calcutta, Bombay,  
Aden, Suez, and Alexandria.  
The following will be the hours of closing  
the Mails, &c.—

Friday, 28th Inst.—  
5 p.m., Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.  
Saturday, 29th Inst.—  
7 a.m., Post Office opens for sale  
of Stamps, Registry of Letters, and  
Posting of all correspondence.  
10 a.m., Registry of Letters ceases.  
11 a.m., Post Office closes except for Late  
Letters.  
11.10 a.m., Letters (but Letters only)  
addressed to the United Kingdom,  
Saigon, or Singapore may be posted  
on payment of a Late Fee of 18 cents  
extra postage, until  
11.30 a.m., when the Post Office Closes  
entirely.  
ALFRED LISTER,  
Postmaster General.  
General Post Office,  
Hongkong, April 30, 1876. ap28

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE.—

For HOIHOW & HAIPHONG.—  
Per *WASHI*, at 5 p.m. on Saturday,  
the 29th Instant.  
For BANGKOK.—  
Per *DANUBE*, at 2.30 p.m. on Monday,  
the 1st May.  
For COOKTOWN, BRISBANE & SYD-  
NEY.—  
Per *SINGAPORE*, at 11.30 a.m. on  
Saturday, the 6th May.  
Mails will also be made up for all parts  
of East Australia, Tasmania, and  
Melbourne.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GAELIC*,  
will be despatched on MONDAY, the  
1st May, with Mails for Japan, San  
Francisco, and the United States,  
which will be closed as follows:—  
2 p.m., Registry of Letters ceases.  
2.30 p.m., Post Office closes.  
2.30 p.m., Correspondence may be posted  
on board the Packet with Late  
Fee of 12 cents extra Postage  
until  
2.50 p.m., when the Mail is finally closed.  
Correspondence must be specially directed  
for this route, and if not fully prepaid  
will be sent by British Packet.  
Letters, &c. can be posted for Canada, the  
West Indies, and other places named  
below, if sufficient American stamps  
are added to prepay them from San  
Francisco to destination. American  
Stamps are sold at this Office.  
The charge for Registry is 8 cents in Hong-  
kong Stamps, and 10 cents in U.S.  
Stamps to these places only the names  
of which are printed in Italics. To all  
the other places named correspondence  
cannot be Registered through, but only  
to San Francisco (8 cents.)  
The following are the charges of Corre-  
spondence thus sent:—

	Per half ounce.	U.S. Stamp.
Hongkong	10 cents.	10 cents.
San Francisco	10 cents.	10 cents.
Canada	10 cents.	10 cents.
West Indies	10 cents.	10 cents.
Other places	10 cents.	10 cents.

## MARRIAGE.

On the 27th Instant, at St. John's  
Cathedral, Hongkong, by the Revd. R.  
Hayward Kidd, Colonial Chaplain, WILLIAM  
HENRY HAMMOND of Torrington, Devon,  
to MARIAN, daughter of the late Rowland  
Bill, Esq., of Cheddar, Somerset.

## MEMOS. FOR TO-MORROW.

## Shipping.

Noon.—*Leonor* leaves for Amoy (direct.)  
*Glaucus* leaves for Shanghai on or about  
this date.

## Auctions.

Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.

## TO ADVERTISERS.

The attention of Advertisers is respect-  
fully drawn to the fact that a copy of the  
China Mail has for some time past been  
placed on board of every Steamer and Sailing  
Vessel on arrival in this Harbour.  
Facilities which have recently been placed  
within the reach of Captains and Officers of  
Ships have resulted in a material increase  
to the Subscription List of the Mail  
amongst the shipping in port; and as  
special arrangements have been made to in-  
crease the usefulness of the Shipping List  
and to extend the circulation in the Bay,  
these advantages will be at once apparent  
to Advertisers.  
Orders may be sent to  
GEO. MURRAY BAIN,  
China Mail Office.

## The publication of this issue commenced

at 7.00 p.m.

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## THE CHINA MAIL.

## HONGKONG, THURSDAY, APRIL 27, 1876.

We hope the Public Gardens will not be  
left without some attraction in the shape  
of music during the ensuing summer  
months. They can scarcely be frequented  
during the day on account of the heat,  
and unless something special is to be  
seen or heard in them after sundown, we  
fear they will entirely waste their sweet-  
ness on the air. The Colony has every  
reason to be proud of the gardens from  
their picturesque beauty, and a  
general desertion of them during the  
next few months would be much to be  
regretted. Cannot the regimental band  
gratify the residents by playing in the  
Gardens on one evening in the week?  
Of course this is asking a great favour  
of the officers and bandmen, nor should  
we perhaps have said anything on the  
matter had not the band of a regiment  
previously stationed here occasionally  
performed in the Gardens during the  
summer evenings. We are aware that  
the band at the present time performs  
once a week at the barracks, but this,  
of course, is not nearly so great a boon  
to the residents as would be a little music  
in the Gardens. In the neighbourhood  
of the barracks there is no seat accommo-  
dation; the place also swarms with chair  
coolies, soldiers and seamen, some of  
whom are not always in a state to be  
most agreeable neighbours, and alto-  
gether, the locality is not by any means  
well adapted for promenading, as would  
be the Gardens.

It cannot be admitted that Japan has  
fully taken her place among enlightened  
nations so long as she prohibits the  
reporting of criminal trials. The case of  
the Custom House officer, Konoma, who  
is charged with assaulting Mr. Pass,  
having been called on for hearing in the  
Judicial Court of Kanagawa-ken on the  
18th instant, the Judge, on taking his  
seat, ordered that the reporters should  
be excluded. Mr. Pass objected to this  
proceeding, and refused to give evidence  
unless the reporters were admitted. The  
Judge then explained that by the Japa-  
nese law reporters could not be present  
at criminal trials, and asked Mr.  
Pass to withdraw his charge against Mr.  
Konoma. This Mr. Pass ob-  
jected to do, and ultimately the Court  
broke up without going into the case.  
There is in the mind of Englishmen,  
and so far as we know, of all Europeans,  
the most decided objection to any man  
being put on his trial, either in a criminal  
or a civil court, secretly, without the  
presence of the public, or their represen-  
tatives, the reporters. A greater safe-  
guard for the administration of justice  
and mercy does not exist than the pub-  
licity which is given to all the proceedings  
in our judicial courts, or to which they  
are liable. We trust that before Japan  
adopts more of European practices she  
will repeal the statute which prohibits  
the presence of reporters at criminal  
trials in the courts of the country. By  
the Judge making his objection to the  
presence of reporters and then asking  
Mr. Pass to withdraw his charge against  
Konoma in the manner he did, it almost  
looks as if there was some unfair deal-  
ing in the case on the part of the authori-  
ties, but, of course, this is a matter on  
which we can scarcely form an opinion  
here, especially with such scanty infor-  
mation before us.

THE HONGKONG NATIVE PRESS.  
The Chinese Mail publishes a despatch  
which the Foochow Board of Trade has ad-  
dressed to Mr. De Lano, acting Consul for  
Germany, in reference to the *Anna* affair.  
It details at great length the energetic action  
which the Foochow authorities, especially  
Ting Fatai, have taken in the matter.

The *Chung Ngai San Po* has no editorial  
in this issue.  
The *Universal Circulating Herald* com-  
ments on the increased growth of Indian  
teas. It has another article on European  
politics.

## LOCAL AND GENERAL.

It is probable that H. M. S. S. *Audacious*  
and *Vigilant* will sail on Saturday.

The steamer *Washi* has had her screw  
looked to in Kowloon Dock, and she is  
now all right.

We are informed that the Russian lines of  
the Great Northern Telegraph Company  
are now working satisfactorily.

We learn that the Macao authorities have  
consented to the Chinese establishing a  
Customs Station—at least an examination  
office—at Wan Tsai (Patera Island), and  
that the Native Customs' staff have already  
entered upon their duties.  
A CORRESPONDENT suggests that the road-  
sweeping should be done from five to six

to us it is fitted for settlement in a Court  
of law, rather than by any other mode  
of procedure. The facts of the case have  
been stated as follows. During the  
Formosan difficulty the late Governor  
of Fuhkien contracted for two gunboats  
to be delivered at Foochow in August  
last, at a cost of £32,500 each. The  
vessels, however, did not arrive till over  
half a year beyond that time, and  
in the meantime the Governor with  
whom the contract was made had died,  
and was succeeded by Ting Jih-chang.  
On examining the vessels the new  
Governor was dissatisfied with them, for  
according to his knowledge of such mat-  
ters, they were not worth more than  
£20,000; but he was willing to pay the  
amount stipulated provided the vessels  
were found to fulfil the conditions on  
which they had been ordered. A Com-  
mission of Enquiry, however, reported  
first, that they could attain a speed of  
only seven knots an hour, instead of  
eight, as contracted for; that the gun  
was placed on deck instead of being  
mounted on an elevated screw; that the  
boilers were seventeen inches above the  
water-line instead of being on a level  
with the water, and that there were  
other minor differences. Under these  
circumstances the sum of \$118,750 was  
paid to the contractors, who, however,  
demanded the balance, which, it now ap-  
pears, has been paid under protest. If  
it be true that the boats did not come up  
to the terms of the contract, then it is  
clear the Chinese have been hardly dealt  
with, and deserve sympathy, but no  
doubt the matter has become somewhat  
complicated through the death of the  
Governor who ordered the vessels.

## THE SPIRIT OF THE MORNING PRESS.

The Press says it is satisfactory to learn  
on the authority of the *Foochow Herald*,  
that the negotiations in connection with  
the outrage on the *Anna*, between the  
German Authorities and the Chinese Gov-  
ernment are in a fair way to being ami-  
cably settled. The Chinese Government  
has, it seems, acceded to two out of the  
three points the German Minister was  
instructed to insist upon, namely, the  
punishment of the crew and the degradation  
of the officials, who, by their inaction in  
the matter, practically denied justice to  
the Germans. The punishment of the  
mandarins is a matter for congratulation  
and shows that the Chinese Government  
are intent on inflicting merited punishment  
in this case. Too frequently the weight  
of retribution falls solely on the minor  
offenders, whose punishment fails to have  
any deterrent effect. In the future, or to  
convince the natives of the ability of for-  
eigners to exact satisfaction and compen-  
sation for outrages committed upon them.  
The Fokien Authorities have long been  
notorious for the systematic neglect of  
their duty to foreign officials, and have on  
all occasions done their best to throw ob-  
stacles in the way of the just settlement  
of difficulties, and it was high time that  
some action was taken to convince them  
that they cannot pursue this policy with  
impunity. The resolute stand made by the  
German Minister at Peking has already  
borne good fruit. Nothing is better cal-  
culated to put an end to the perpetually  
recurring and vexatious popular outbreaks  
in this province than to make the manda-  
rins responsible for them. . . . The ques-  
tion of compensation has yet to be decided,  
but it is tolerably certain that the German  
demand is a fair one, or the British, Rus-  
sian and American Governments would not  
have given it their moral support. There  
is nothing left to the Chinese Government  
but to yield, and it will be well for it to do  
so with a good grace.

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that the Native Customs' staff have already  
entered upon their duties.  
A CORRESPONDENT suggests that the road-  
sweeping should be done from five to six

o'clock in the morning, instead of from  
nine to ten, and says that this morning  
the dust in the Queen's Road was almost  
choking. The suggestion is a good one,  
and no doubt will obtain the consideration  
of the proper authorities.

The *Independant de Saigon* of the 15th  
inst. notices the fact that five of the pirates  
of the *Pelican* have been arrested. \$8,000  
had also been recovered, and a further  
sum of \$4,000 it was hoped would be  
unearthed. The Annamites appear to have  
assisted the pirates, and justice is demanded  
against them by our Saigon contemporary.

The cases before the sitting Magistrate to-  
day were chiefly of an uninteresting char-  
acter. The only ones of any moment, so  
far as results went, were two charges of  
dereliction of duty against the Government  
night-soil contractor. He was fined \$400  
for each offence, and thus far the Govern-  
ment coffers are enriched.

## RETURN of Visitors to the City Hall Library

and Museum for the week ending April  
26th, 1876:—

	European.	Chinese.
Thursday, April 20th,	115	207
Friday, 21st,	183	348
Saturday, 22nd,	193	177
Sunday, 23rd,	144	Sunday
Monday, 24th,	171	322
Tuesday, 25th,	159	412
Wednesday, 26th,	156	332
Totals,	1,101	1,798
Grand total,	2,899	

## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

(Before His Lordship Chief Justice Sir  
JOHN SMALLE, with a Special Jury.)

April 27, 1876.

## A CLAIM FOR DAMAGES.

*Chun Po Yung v. The P. & O. S. N. Coy.*

The following Special Jury was sworn:  
Messrs G. B. Emory, S. Pomeroy, J.  
E. Barnes, H. Hopplius, J. F. Cordes, Mr. J.  
Bellio, and H. B. Gibb.  
Mr. Kingmill, instructed by Mr. Breton,  
appeared for the plaintiff, and  
The Attorney General, the Hon. Mr. J.  
Brampton, instructed by Messrs Sharp,  
Toller and Johnson, appeared for the de-  
fence.

This case was continued to-day.  
Mr. Kingmill having closed his case for  
the plaintiff, the Attorney General opened  
that for the defendant. He promised that  
he was willing to accede to Mr. Kingmill's  
proposition of reducing the sterling value  
into dollars at the rate of 4/6. He also  
promised that if the Jury had found a  
verdict for the plaintiff in respect of the  
claim for the \$1,833, the damage for ten  
days' detention of the steamer, he would  
ask the Jury to determine the actual  
number of days which the ship was detain-  
ed. This question of detention, however,  
depended on the point whether the Captain  
of the *Adria* was not justified in causing  
the delay according to the terms of the  
charter party. As to the lighterage, the  
amount actually incurred was a question  
for the Jury to decide, and as to the fifteen  
European passengers for Sydney and the  
Chinese passengers, there was no evidence  
to show that the men would take passage  
in the *Adria*. The case depended entirely  
on the terms of the charter party, and  
upon the nature of the Austrian Co's.  
The defendant was charged with having  
broken his charter party, first, in not  
going over the bar of Cooktown; 2nd,  
in that the Captain refused to take some  
European passengers from Cooktown to  
Sydney which he was bound to take, accord-  
ing to the terms of the charter party; and  
third, in that he refused to take 66 Chinese  
passengers from Sydney for Hongkong, and  
that in consequence, the defendant was  
responsible for the passage money. As  
regards this point, however, there was no  
evidence to show that these men had pro-  
vided to take passage in this steamer. Then  
as to the European passengers, the plaintiff  
was bound by the charter party to supply  
the necessary fittings and materials for the  
carriage of passengers, while the defendant  
was bound to take any Chinese passengers  
and deck passengers free of charge, up to  
the number allowed by law. The European  
passengers spoken of were returned diggers  
and were not first class passengers. They  
were offered passages and Captain Breeze  
did not refuse them. By the terms of the  
charter party the plaintiff was to supply  
the necessary fittings for the carriage of  
passengers. The European passengers  
required knives and forks and there were  
none on board. Other fittings suitable for  
the carriage of European passengers were  
also wanting, and Captain Breeze had of-  
fered to take them if the plaintiff would  
supply these extra fittings. Therefore, if  
there was any breach of contract on the  
part of the plaintiff, it was the plaintiff's  
score, it was the plaintiff's. The third  
point of the case, that of the Captain not  
proceeding as it did the question of the  
responsibility and duty of a Captain.  
Involved the principle on which he  
was to discharge his duty; it also  
involved the question whether he could  
exercise his discretion, having regard to  
his responsibility to his owner for the  
safety of the vessel, and to all the con-  
signees for the safe conveyance of their cargo.  
With this responsibility over his head, was  
he bound then to surround his discretion,  
but to throw himself tight and fast into  
the hands of a pilot? The Captain of a  
ship was bound to exercise his own  
discretion, and the Attorney General  
quoted the case of the *Flying Fish*, 84  
L. J., p. 113. This was a collision case  
which one of Her Majesty's ships had  
with a smaller vessel, and it was held that  
it was the *Flying Fish* which was to blame.  
The point in this case was that if the  
Captain had a reasonable doubt, he was  
not responsible for any nautical igno-  
rance. The Attorney General then argued  
that looking upon the weather, the lo-  
cality and all the surrounding circum-  
stances, Captain Breeze was justified in  
not going into the port of Cooktown.  
If the jury had heard the evidence of the  
defence, they would have undoubtedly  
come to the conclusion that it would have  
been grossly negligent on the part



# SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, THURSDAY, 27TH APRIL, 1876.

## Merchant Vessels in Hongkong Harbour.

*Exclusive of late Arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

### Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

### Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Adria	5 k	Breeze	Brit. str.	781	April 23	Wm. Pustau & Co.		
Bonledd	5 c	Buchanan	Brit. str.	999	April 18	Jardine, Matheson & Co.	Yokohama	Mails
Bombay	4 k	Smith	Brit. str.	1327	April 11	P. & O. S. N. Co.	Saigon	
City of Exeter	2 h	Gorley	Brit. str.	787	April 12	Hop Kee		
Consolation	5 c	Cormack	Brit. str.	708	April 27		Bangkok	Sand's Slip
Danube	2 h	Clanchy	Brit. str.	561	April	Yuen Fat Hong	Coast Ports	
Douglas	5 h	Burnie	Brit. str.	864	April 25	Douglas Lapraik & Co.	Saigon	
Duna	4 c	Thomson	Brit. str.	876	April 14	Gilman & Co.	Shanghai	
Fuyew	5 c	Croad	Chi. str.	980	April 27	C. M. S. S. Co.	Yhama & S. F. cisco	Mails May 1
Gaelic	5 h	Ridley	Brit. str.	2652	April 13	P. M. S. S. Co.		
Genoa	4 h	Corrigall	Brit. str.	1216	April 25	Jardine, Matheson & Co.		
Glamis Castle	4 k	Dickie	Brit. str.	1539	April 21	Adamson, Bell & Co.		
Glenlyon	6 h	McDonald	Brit. str.	1376	April 25	Jardine, Matheson & Co.		
Hankow	4 c	Symington	Brit. str.	2332	April 19	Siemssen & Co.		
Java	3 k	Gollards	Dut. str.	886	April 24	Eduard Schellhaas & Co.	Amoy	
Leonor	6 h	Aranguirro	Span. str.	408	April 25	Douglas Lapraik & Co.	Bangkok	
Norden	5 c	Jensen	Dan. str.	778	April 19	Jardine, Matheson & Co.	Swatow	
Norna	3 h	Walker	Brit. str.	606	April 26	Kwok Acheong		
Pardo	5 c	Power	Brit. str.	763	April 24	Landstein & Co.		Laid up
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Aug. Heard & Co.		
Rajauattianubar	3 h	Hopkins	Brit. str.	933	April 25	Yuen Fat Hong	Bangkok	Mails
Sindh	5 c	Rapatel	Foh. str.	2103	April 20	Messageries Maritimes	Marseilles, &c.	
Singapore	4 c	Peake	Brit. str.	964	April 27	Gibb, Livingston & Co.		
Stad Amsterdam	4 k	Boon	Dut. str.	1720	April 24	Jardine, Matheson & Co.		
Thales	5 h	Colos	Brit. str.	820	April 25	Douglas Lapraik & Co.	Yokohama	
Tibro	4 k	Girard	Foh. str.	1096	April 7	Messageries Maritimes		
Vancouver	6 c	Shaw	Brit. str.	2923	April 17	Jardine, Matheson & Co.	Yokohama	
Volga	5 c	Nomdedeu	Foh. str.	950	April 26	Messageries Maritimes		K'loong Dock
Wash	.....	Hunter	Brit. str.	265	April 17	Landstein & Co.	.....	Repairing
Yotung	2 h	.....	Brit. str.	324	June 9	Kwok Acheong	.....	
<b>Sailing Vessels</b>								
Abbey Cowper	2 h	Nelson	Brit. bk.	699	April 13	Vogel, Hagedorn & Co.	Honolulu & S. F. co	
Aldon Besse	4 k	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.		
Alma	2 h	Lehmeyer	Ger. bk.	385	April 20	Melchers & Co.		
Anna Dorothea	7 k	Schutt	Ger. bk.	330	April 25	Wm. Pustau & Co.		
Annie Fish	8 k	Hiffes	Amer. sh.	1496	April 23	Messageries Maritimes		
Beethoven	3 k	Haje	Ger. bk.	340	April 25	Melchers & Co.		
Canton	7 c	Krantz	Ger. bk.	365	April 15	Siemssen & Co.		
Cap Horn	1 h	Green	Ger. bk.	401	April 22	Wm. Pustau & Co.		
Caroline Behn	4 k	Schmidt	Ger. bk.	673	April 24	Siemssen & Co.		
Charter Oak	4 c	Smith	Amer. sh.	903	Nov. 11	Vogel, Hagedorn & Co.	New York	
Chas. C. Leary	3 c	Stephen	Amer. bk.	644	April 24	Captain		
Chow Sye	2 c	Stelmeyer	Slam. sh.	462	April 20	Siemssen & Co.	.....	Repairing
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order		
Christian	4 k	Stehr	Ger. sch.	280	April 2	Eduard Schellhaas & Co.	Haiphong	
Comet	6 h	Bray	Amer. sh.	1187	April 23	Tudor Company		
Commissary	8 c	Hunter	Brit. sh.	900	April 23	Eduard Schellhaas & Co.		
Corinne	7 k	Gorman	Brit. bk.	395	April 25			
Fano	3 k	Norby	Dan. bk.	337	April 21	Eduard Schellhaas & Co.		
Feiga	5 k	Christiansen	Dan. bk.	316	April 23	Eduard Schellhaas & Co.		
Franz	2 h	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.	Australia	Repairing
Glory	2 h	Witt	Slam. bk.	449	April 11	Chinese	Bangkok	
Henrietta Behn	2 c	Schaehtel	Ger. bk.	960	April 23	Order	Novgorosky	Repairing
John Sverdrop	2 h	Petersen	Norw. bk.	182	April 6	Frazar & Co.	Bangkok	
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Kassa	8 k	Lindsay	Brit. bk.	375	April 23	Adamson, Bell & Co.		
Margarite	4 k	Owens	Brit. sh.	864	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Marquis of Argyll	2 k	McKean	Brit. bk.	500	April 10	Rozario & Co.	Melbourne & Sydney	
Mount Lebanon	3 h	Hall	Brit. bk.	580	April 23			
Ocean Chief	8 c	Coat	Brit. bk.	386	April 24	P. M. S. S. Co.		
Otago	2 h	Swadden	Brit. bk.	436	April 26	P. M. S. S. Co.		
Pallas	1 k	Lueder	Ger. bk.	421	April 21			
Presto	5 k	Laidman	Brit. bk.	383	April 23	Arnhold, Karberg & Co.		
Prince Arthur	7 k	Wells	Brit. bk.	296	April 25	P. M. S. S. Co.		
Ricca Genova	8 c	Cummins	Brit. bk.	626	April 24	Chinese		
Shalimar	3 k	Cotter	Brit. sh.	1506	Mar. 30	Russell & Co.	San Francisco	
Swallow	2 h	Howes	Amer. sh.	1230	April 23			
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.	San Francisco	
Victor	4 k	Sorenson	Norw. bk.	247	April 21	Eduard Schellhaas & Co.		
Wealthy Pendleton	2 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
Yarra	.....	Orfeur	Brit. bk.	463	April 12	Order	Takao	
<b>WHEAMPOA</b>								
Louise Marie	.....	Laine	Foh. bk.	553	April 18	Landstein & Co.	Chetoo	
<b>CANTON</b>								
Chinkiang	.....	Hogg	Brit. str.	798	April 23	Siemssen & Co.	Shanghai	
Yangtze	.....	Schultze	Brit. str.	783	April 21	Siemssen & Co.	Shanghai	

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	.....	.....	April 14	Kühne
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Cyclop	6 c	German	gunboat	390	6	80	April 10	Von Reiche
Egeria	7 c	British	steam sloop	727	4	120	April 25	W. F. Castle
Flamer	4 k	British	aux. naval hospital	.....	.....	.....	.....	D. M. Insp. Gen. Morgan
Frolic	6 h	British	gun vessel	462	.....	100	.....	C. E. Buckle
Hortia	7 c	German	corvette	2200	10	400	Mar. 31	Knorr
Juno	7 c	British	corvette	1463	6	400	April 15	J. A. Poland
Kearsarge	6 k	American	corvette	432	6	500	April 20	F. V. McNair
Kestrel	6 h	British	gun vessel	462	4	100	Mar. 15	C. B. Theobald
Mosanees	6 k	British	military hospital	2501	.....	.....	.....	Capt. Becker
Mosquito	7 h	British	gunboat	295	4	60	April 13	R. H. Paul
Thalia	7 c	British	corvette	1456	6	400	April 22	Woolcombe
Thistle	6 h	British	gun vessel	464	.....	.....	.....	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	.....	.....	Commodore Parish
Vigilant	7 h	British	despatch vessel	650	2	250	Mar. 25	H. C. D. Ryder
Yantic	6 h	American	gunboat	410	3	288	April 9	R. S. McCook
<b>At Canton</b>								
Palos	.....	American	gunboat	305	.....	.....	April 18	W. R. Bridgeman

### FOOCHOW SHIPPING IN PORT.

April 22, 1876.

Chun Sheng	British steamer
*Douglas	for Hongkong
*Europe	for Shanghai
Fu Sheng	British steamer
Tokatea	for Shanghai

### SHANGHAI SHIPPING IN HARBOUR.

April 22, 1876.

Aden	Chinese
Agamemnon	British
China	German
Cyphrenes	British
Fire Queen	American

Formosa	British
Fusiyama	American
Fychoy	American
Glenartney	British
Gwalior	British
Honan	American
Howsang	Chinese
Hupoh	American
Pau-tah	Chinese
Shanghai	British
Shingking	American
*Sindh	French
Szechuen	American
Taku	British
Tunstin	British

### MERCHANT SAILING VESSELS.

Charley	British barque
Ellen Browne	British barque
Gesiena	Dutch schooner
Hedwig	Swedish barque
Oceanus	German brig
Rifeman	British barque
Velos	German barque
Wm. Van Name	American barque

### MEN-OF-WAR.

Atalante	French iron-clad
Charvylas	British corvette
La Clocheterie	French corvette
Monocacy	American corvette

\* Since left port, or arrived at Hongkong.



of Capt. Breeze in his duty towards all parties concerned if he had gone across the bar. The plaintiff had contemplated sending the ship to Cooktown before he made the charter party, and yet he kept back the information from the defendant, who certainly never contemplated such a voyage. It was too late now, of course, for the Attorney General to say what would have been the result had the plaintiff told the defendant what were his intentions in the charter of the ship, but he had no doubt that if Mr. Maciver had refused to allow the steamer to proceed to Cooktown, there would have been a trial here, and the A. G. had no doubt that the defendant would have been exonerated for his not complying with the terms of the charter party.

The Jury must judge this case by the state of things that existed at the time, and not by what had happened afterwards. They must judge by what was within Capt. Breeze's knowledge at the end of March 1875. The *Adria* was drawing 14 feet 6 inches, and the evidence showed that at ordinary high tide the water on the bar was only from 14 to 15 feet. Was he then to risk his ship? Would any reasonable seaman cross the bar? Would it not be looked upon as a venturesome act? Moreover, Capt. Breeze contemplated that if he had gone in, he might have been shut in. Then again, there was the state of the channel inside. By the evidence they had found that it was impossible to turn the ship inside the port; a ship must come out stern foremost, and this for one whole mile. Therefore apart from the difficulty of steering a ship stern foremost, a Captain had to steer through a narrow channel, the width of which was barely the length of the vessel. Some witnesses had called the anchorage in Cooktown a harbour, but he would show that it was only a port, and was by no means a harbour, the so-called harbour being only a few hundred feet of water from where the ships lay. Then again, as to the facilities of discharging cargo alongside the wharf, the only appliances were two spars in two of the wharves, and they were the private property of a company. As to the third wharf, there were no appliances whatever. The weather at Cooktown, at the time the *Adria* was at Cooktown, was not so serene as it was stated to be. A steamer arrived about the same time and was unable to land her passengers until thirteen hours after arrival owing to the weather, and in similar lighters. It would be thus seen what sort of weather there was at the time. There was another point, steamers could only come out when the tide was ebb, the only exception being that of the *Flyen* which came out in flood tide; it so happened, however, that there was no ebb tide on that day. The wind was S.E. when the *Adria* arrived, and with such a wind, great risk would be incurred in crossing the bar. Then the *Wanga Wanga* was said to have never been aground, but it had been proved by the wharfinger that she had grounded twice while alongside the wharf. Such being the case it would have been rash for Capt. Breeze to have gone up the river. The Attorney General then referred to the evidence of Mr. Behro, the then agent for the plaintiff, who gave it as his opinion that it was not safe for the *Adria* to have gone in, and he would certainly not have sanctioned it, having regard to the terms of the charter-party and to all surrounding circumstances. The Attorney General then referred to the evidence of the *Victoria* and Capt. Phillips, which bore on the description of the port of Cooktown.

Mr. Molyer, the superintendent of the P. & O. S. N. Company, was then examined. He spoke to entering into the charter party with the plaintiff. At that time he said he had never heard of Cooktown. He first heard of the place about three weeks afterwards, when he was told in the office that the *Adria* might be required to go there. The plaintiff wanted some alterations made for the conveyance of Chinese passengers. Witness at first objected, but on plaintiff offering to pay half the expense he acceded, because the alterations would be a permanent improvement to the vessel. Plaintiff also wished the vessel docked in order that she might make a quick passage, and witness agreed to this also on plaintiff offering to pay half the expense. The charter party was in the usual form for time charter parties in Hongkong.

Capt. Penke, a Captain in the Australian Mail Steamship Company, was examined at great length in respect to the approaches to the port of Cooktown, and to the nature of the channel. His opinion as a nautical man was that it would not have been safe for the *Adria* to go into the port.

After reading the evidence of some other witnesses, the case was adjourned till tomorrow at 10 a.m., when Captain Breeze will be examined.

## IN SUMMARY JURISDICTION.

(Before Mr. Justice SNOWDEN.)

27th April, 1876.

Hoo Too Shing v. Lee Kwong Chee, claim for \$227.—Mr. Denys for plaintiff, and Mr. Wootton for defendant. This suit arose out of a guarantee, dated the 16th October 1875, given by the defendant to the plaintiff to secure the good conduct of one Shum Yee Wo, an assistant in the employ of the plaintiff. The claim was made up of certain moneys due to the Hong Loong, Him Loong and Kwong Cheong pig-lans, for which the plaintiff was liable, and \$69.24 due to the plaintiff himself.

The plaintiff was called to prove his case, and stated that it was his universal course of trade to buy pigs on cash; all the pigs he bought through Shum Yee Wo he had paid for. But in August last he heard that Shum Yee Wo owed the pig-lans money, and on reckoning his account he found there were 53 taels due to him, but in consideration of his business the defendant agreed to enter into the guarantee in question. He did not know how much was due to the pig-lans until December last, when a claim was made upon him. He has not paid these claims yet.

Yip Ah-bee, master of the Him Loong pig-lan, was then called, and testified that he does not know the plaintiff; the goods were bought by a man named Ah-bee, who was the buyer for the plaintiff; the money due to his firm was on a running account. He never had notice from the plaintiff that he bought pigs on cash.

After further hearing, his Lordship reserved judgment.

## CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, April 26, 1876.

DEAR SIR,—Appropos of your question, "Why does not some European establish a

Laundry?" I would ask why does not some European set up the Washing Machine that was a short time ago advertised for sale at the Dock Yard here?

I presume that was the machine that had been in use on board the Hospital-ship *Victor Emmanuel* during the Ashantee War: washing, ironing, drying, mangling, &c., machinery of the latest construction had been provided for the hospital on board that ship, and in her transformation here it was taken out and advertised for sale like the patent ice-making machine.

I should have thought this machinery admirably adapted (as to size etc.) for a beginner here, and most likely it, was sold for a song.

Yours faithfully,

E. B.

## China.

NINGPO.

At this time of the year a great number of Ningpoese go out to the Chinese Archipelago for the purpose of catching cuttlefish. It is estimated that between forty and fifty thousand people and from eight to nine thousand boats are engaged in this trade, which lasts about three months every year. A year or two ago, the quantity of cuttlefish exported from here to Shanghai, Hankow and other Chinese ports, amounted to nearly 50,000 piculs and was valued at nearly Tls. 289,100. To-day being the anniversary of the birthday of the 'Queen of Heaven,' the Chinese commenced early this morning, in fact very early indeed, to celebrate the joyful event, much to the annoyance of us foreigners; for at 3 o'clock this morning firing was heard from the abate of the settlement. The firing has been kept up at intervals during the day.—*Courier Correspondent.*

## TIENTSIN.

For some days after the trial of the dredging machine, it was engaged in digging a hole 35 feet deep, to convince the Chinese of its ability to excavate to that depth. An effort is now being made to raise the French machine, which capsize and sunk some three years ago. This is no easy task, as it is so deeply embedded in the mud as to in all probability necessitate its being broken up. Chains attached to the dippers are fastened, by Chinese divers, to projections of the old machine, and so parts are being broken off, but the machine itself does not seem to have moved.—Captain Trotter, of the Royal Engineers, is making observations and taking notes in a quiet way, which will be of value, should there ever be difficulty of a serious nature between England and China. There is reason to believe that a considerable amount of information of a similar character has been collected during the few months past.

A report comes to us from the neighborhood of Lao Ling Hsien, in Shantung, of a very interesting phenomenon which has been attracting much attention in that section of late. The land in the particular place where the phenomenon was witnessed, lies much lower than the surrounding country. Some time since, it was noticed that a small tract, covering about three li in extent, was gradually becoming damp, and then quite wet on the surface. Now it is said that over an area covering about ten li, the ground is very wet, and in many places the water is bubbling up, giving every appearance of a small lake being formed. Two explanations are suggested, one, that an actual depression of the land is in progress; the other, that as the land is already very low, the water is making its way through the porous soil from streams more or less remote, or so finding its level. Whichever hypothesis be correct, the fact, if such it be, is most interesting. As it has reached us from two or three different sources, there appears to be a good degree of credibility attaching to the rumour. Still, we must not be in too great haste in accepting it.

The last few days have been very dry and hot. The want of rain is felt so acutely, that the Chinese authorities are praying for it.—For the last two or three days, the South gate of the city—called the Fire-gate—has been closed, to the great inconvenience of those desiring to avoid themselves of this way of ingress and egress. It was to be closed three days, and if no rain came, it was to be kept closed. No judiciousness of a shower yet.

Navigation is very difficult just now, because of the number of junks in the river. The steamers have to run into the bank frequently to avoid a collision, and in all cases must go very slow.—*N. C. D. News Correspondent, April 16.*

## SOOCHOW.

There was considerable gossip on Saturday, over a very small affair which occurred at the largest gate in the city. The Soochow Foo had just passed through the gate to see a friend on a boat, and his Secretary was riding behind, when just then a Military Mandarin was coming in at the head of a company with flags, and as there was not room for two, the bannermen unhorsed the civilian. The Soochow Foo returned, went into his judgment hall and made demonstrations, but the Chinese say he can obtain no redress, for the soldiers with banners belong to the Emperor's family (Tartars.) I mentioned in my last, the narrow field of rubbish piled in this busy street where the late fire occurred. On Friday, an old gentleman, whose son is a very wealthy man, was passing the spot, when he met a horse. He stepped aside, but as the place was narrow, fell over a large stone crushed in his nose, causing immediate death.—*N. C. D. News Correspondent.*

In the Northern end of Soochow is a fine pagoda, known by personal inspection to many of your readers, which is, since the destruction of the famous porcelain tower, the largest pagoda in China. In the Southern end of the city is another pagoda not so large as the first, but yet very large, being seven stories high. For some months it has presented a very peculiar appearance, as it is completely surrounded by scaffolding in the construction of which more than a thousand sticks of timber have been employed. I was told that this scaffolding cost three thousand taels and the estimate is not an exaggerated one. Forty men are daily employed preparing the timber to be used in the woodwork, but as yet nothing at all has been done towards repairing the masonry. The funds for repairing this pagoda are not forthcoming, and I am inclined to accept the conclusion of the mason whom I interviewed that the work will not be entirely completed for several years.

I have read with interest the news with regard to the effort the Viceroy is making in Nanking to check opium-smoking. If he desire a field worthy of his presence and his patriotism, let him come to Soochow. I am afraid, however, that if he were to push matters to extremities and inflict capital punishment on all who sell opium or smoke it, there would not be much of Soochow left. The Yamen especially need reform. One day as I was walking by one of them with a native who has spent several years in official clothes, our noses were greeted by the well-known odour which poured forth from an opium den not five paces from the public premises. My companion observed this sudden change in the atmosphere and drily said, "Of every ten men in the Yamen, eleven smoke opium!"

An obscure rumour has reached Soochow that in Hupeh between ten and twenty cities are in open revolt.—*Shanghai Courier Correspondent.*

## CHEFOO.

The Chinese are evidently making frantic endeavours to intimidate foreigners. The infantry battalion at present stationed in the Yantai barracks is paraded and drilled eight hours every day instead of three days a month as formerly, and the marines belonging to the fleet of Cantonese war-junks are landed and marched through the settlement to the sound of the tom-tom as regularly as clock-work. The titanic-hilly-titum-tos of the warlike musical instruments regales our delighted ears morning, afternoon and night, and no wonder that Germany is strengthening her naval forces, and Britain is sending up her Flying Squadron, for the aspect of affairs is gradually assuming a decidedly serious colouring. I never saw such a congregation of villainous-looking scoundrels as these Chinese soldiers present. Dartmoor's choicest selection of outcasts would be ignominiously eclipsed, if compared side by side with a company of Celestial sharpshooters. One characteristic they seem to possess in common with British soldiers, the inflexible penchant for creating disturbances at unreasonable hours when permitted to mix with civilians of a certain class. Two or three fatal stabbing cases have taken place lately, and in consequence thereof two or three heads have been chopped off. One poor coolie in the employment of a foreign hong in a fit of jealousy one night snatched a sword from a military swell, and without warning thrust it into two soldiers. All three are dead now.

The authorities have chosen a commanding position on the top of a hill for a fort, and a long-range ewing gun will sweep the harbour and settlement and all the surrounding country for miles both east and west. For several days we have been blessed with a simoom, a genuine April wind—scorching, blighting, enervating and laden with dust and debility. Rain has been a stranger since October, and the crops are suffering. If no moisture refreshes the fields soon, good-bye to a good season.

Mr. Seward passed up yesterday in the *Chihli*, looking fairly well after his recent pullback, and it is to be hoped that he will now enjoy excellent health to enable him to enter with a feeling of confidence into the duties of his ministerial capacity. Lassitude and extreme sore depression—thus do I summarize all.—*Shanghai Courier Correspondent.*

## A CASE FROM FOOTUNG.

The love, or loyalty, or whatever else the passion may be called which Chinese girls appear so unaccountably to cherish towards their future husbands whom they have never seen, is curiously exemplified by a case which occurred some years ago at Footung. A girl of good family was betrothed to a youth of the name of Chao, who unhappily died shortly before the day appointed for the espousals. The bereaved bride was inconsolable, and entreated her parents to allow her to visit the coffin of her lost love. This request was refused, on grounds of propriety; but the girl, breaking all bounds, ran away to the house of mourning and, throwing herself on the floor beside the corpse, howled in a most determined manner. All attempts to pacify her were useless; and she insisted, moreover, on taking up her abode with the dead lad's parents from that time forward, and devoting herself to them until their death. This was very heroic, of course, but it seems that the old people would rather have been without her. However she would take no denial, and absolutely did stay and earn enough to pay for her own keep and to contribute towards the other expenses for about five years. Then the old couple died, and this virtuous maiden, having honoured them with burial, prepared for her own doom. About this time political matters were in a very unsettled state, and it was rumoured in the neighbourhood that the Tai-ping rebels were approaching fast. The excesses of the insurgents were of course well known and dreaded, and the place was fully aware that if they reached the place while she was alive, her unprotected situation would expose her to the loss of honour and everything else that she possessed. She accordingly dressed herself in all her richest clothes, as though for a festivity; and then—so goes the story—took a needle, threaded it with silk, and sewed her garments securely on to her own flesh. This done, she drank poison and died. The very next day the rebels came, and discovering this lovely corpse, and seeing at a glance the proof of the girl's purity and honour, they treated her with the profoundest reverence. So far indeed from robbing her of a single jewel, they gave her honourable interment, and it is further said—though this is probably apocryphal—that the body preserved all the freshness and beauty of life for ten days after its decease.—*Shanghai Courier.*

## THE "QUEEN" IN DANGER.

We mentioned the other day that the tail-cutting panic had spread to Soochow, where many instances of the strange annoyance had occurred. These have been all detailed to us, but one case is very much like another, and there is no doubt a good deal that is apocryphal mixed up with what is, as indisputably true. It is now stated that the Chinese in Shanghai city are in a very anxious state of mind, dreading lest the epidemic should make its appearance among them too. Hitherto, no tails have been lost, which is so far satisfactory; but the natives are said to be exceedingly uneasy. It is well known that there are many members of secret societies in Shanghai, and even some who still cherish sympathy with the Tai-ping movement. How far these persons may be implicated in the conspiracy which appears to be creating such a commotion, however, of course is difficult to say; but it may be safely affirmed that communication between the initiated all over the Empire is almost perfect, and really wonderfully organised.

The action of the agents of these societies as exemplified on several occasions in the past history of China has always been characterised by a unanimity for which it is difficult to account, except by a system of secret signs, pass-words, and cryptographs complete enough to evade the strictest scrutiny of the authorities, as the latter have often discovered to their cost. It certainly seems as though something of the sort were on foot now, although it is difficult to get at the truth of all reports on account of the mixture of demagoguery and fanaticism with which the whole thing is obscured. —Rushes of supernatural wind, and the sudden appearance of devils out of red paper seem the signal for the loss of a victim's tail, and the unfortunate people have no other resource than to wear charms and amulets concealed about their persons, which however, as might have been expected, have proved not the slightest use. A fastidious correspondent suggests that the whole thing emanates from a clever Chinese speculator, who is making money hard and fast by doing a big trade in human hair for chignons!—*Shanghai Courier.*

## Straits Items.

(Times.)

H. M. S. *Medea* has left the port, taking the Governor of Labuan to his post, but is shortly expected back.

We learn that the stay of H. M. S. *Medea*, Captain Buller on her return from Labuan, will be of short duration, as she has been ordered to Yokohama, where Captain Buller will be the Senior Naval Officer.

A rumour is current to the effect, that the body of Captain Kneen, known as having belonged to the S. S. *Medina*, has been found in the Red Sea, lashed to a spar. It is believed that he was in command of a small Turkish vessel, which was wrecked.

## EXPLORATIONS IN NEW GUINEA.

Captain Moresby, by his successful voyage round south-east and northern New Guinea, has been fortunate enough to narrow still further this already limited area of undiscovered country, and has most satisfactorily continued and completed the explorations made by the French, the Dutch, and ourselves in the neighbourhood of Papua since Dampier's exploits in 1698. The main results of his cruises have previously been made public; but, at a time when all genuine information concerning this region is so eagerly looked for, a detailed account of an expedition which examined and laid down upon the chart 300 miles of unknown islands, finding many smaller islands and new harbours, entirely altering our ideas of the configuration of the eastern extremity of Papua, and pointing out a new route for steamers between Australia and China, must necessarily be of great interest. The volume before us contains, in fact, the record of four separate voyages, and one-third of the book is taken up with an account of portions of Polynesia which have been frequently visited and more satisfactorily described by others. This space might have been better employed in giving fuller observations on the natural history and geology of New Guinea, about which little is said in a connected way. Captain Moresby was happily able to rescue eight of the crew of the ill-fated brig *Maria*, which, badly found, badly manned, leaky, and without a proper master, had started from Sydney with a ship's company of seventy-five, all told, to "colonize" New Guinea. Such is the recklessness of the South Seas, and in this instance it was rewarded by a frightful shipwreck on the Bramble Reef. The *Basilisk* seems to have been well received at all the islands which were visited, even at Mallicolo and Santa Cruz; but Captain Moresby admits of such contradictory interpretations as not to be considered satisfactory, and the sooner it is replaced by an indisputable covenant the better for both Chinese and foreigners, for such differences (involving grievances and their indemnification) as have occurred with reference to the extra taxation of goods, may lead to something more serious than remonstrances, when the opportunity arrives for settling accounts between Foreign powers and China.

It is evident that an arrangement which admits of such contradictory interpretations cannot be considered satisfactory, and the sooner it is replaced by an indisputable covenant the better for both Chinese and foreigners, for such differences (involving grievances and their indemnification) as have occurred with reference to the extra taxation of goods, may lead to something more serious than remonstrances, when the opportunity arrives for settling accounts between Foreign powers and China.

It is useless arguing on the 28th article of the Treaty of Tientsin, and Rule 7 appended to the treaty, so long as the litigants take such decided views of their own rights on the subject.

An attempt has been made by foreign merchants to strengthen their view of the case, by appealing to Lord Elgin's explanations of the Tientsin Treaty. The advocates of the Chinese Government, per contra, confidently assert that Lord Elgin held a very different view of the matter from that which the merchants suppose his Lordship took.

The practical way to avoid all future trouble about transit duties, and to strengthen the merchants' view of the case, would be to claim from the Chinese Government what Lord Elgin obtained from the Japanese Government, in the treaty of 26th August, 1858, or exactly two months after the Tientsin Treaty was signed, and which was embodied in the XIV article of the Japanese Treaty: "All goods imported into Japan by British subjects, and which have paid the duty fixed by this treaty, may be transported by the Japanese into any part of the Empire, without the payment of any tax, excise, or transit duty whatever." This article is the best comment on what Lord Elgin thought about inland taxation being placed beyond discussion, and commands itself by its completeness and simplicity for adoption by the Chamber of Commerce, in their proposals for the revision of the Treaty of Tientsin. I take the liberty, therefore, to suggest it for their consideration.

## AFFRAY BETWEEN CHINESE AND MANCHUS.

It is not often that we hear of collisions between the Chinese and Manchus, even in those parts of the empire where they see more of each other than they do hereabouts. But a sort of mild fray seems to have occurred a short time ago, during an extensive exodus of Manchus from the province of Hunan to the city of Hangchow. A contingent of Manchu soldiery, numbering with their wives some five thousand persons, received orders to 'fix,' and a formidable caravan was accordingly soon affixed en route for their new quarters. As they passed along they naturally attracted great attention, especially the ladies, who, disporting themselves on the banks of the river in their quaint yet handsome Northern dresses of rich silks, and generally outlandish gear, were the observed of all observers. Everything went smoothly however until they approached Soochow, where they met a native Che-fu with his train of boats. In common courtesy the Manchus ought to have given way to the mandarin, but they were far too independent for that, and considered that both cavaliers should do the best they could for themselves. Naturally a collision resulted, and then ensued a free fight between the Manchus' boatmen and the retainers of the Che-fu, in which the latter got terribly the worst. Indeed so hot was the fray that the mandarin himself took flight and fled for his life, leaving his unlucky servants to fend for themselves. The Fu-tai, to whom he told his tale of woe, complained to the 'sieh-tai' or military commandant of Soochow, and this officer appeared the noble rage of his civil colleagues by arresting three of the unlucky sailors and treating them each to five hundred blows, while the Manchus, not being amenable to the jurisdiction of a Chinese mandarin, coolly pursued their journey to Hangchow. It is curious however that there seems to be little jealousy between the two races. Each lives and keeps itself apart from the other, but one seldom hears of their quarrelling, and such a case as we have just referred to appears to be regarded by the Chinese—quite as a matter of course.—*Shanghai Courier.*

culminating in a mountain 7,000 feet high. During the whole of these surveys and explorations the crew of the *Basilisk* were fortunately able to keep on good terms with the natives both of the mainland of New Guinea and of the different islands. This Captain Moresby attributes, not unreasonably, as much to the good conduct of his own men as to the mildness of the inhabitants. At times as many as 300 or 400 natives were on deck at once, yet no trouble ensued. A very singular mode of salutation which was picked up on *Teste* Island (p. 186) seems to have contributed to the harmony of their intercourse, and twice the natives sacrificed one of their lean wolfish-looking dogs when they seemed specially anxious to bring about a cordial understanding with the new-comers. The dog was killed by beating out his brains on some hard substance, and this operation being unexpectedly performed for the first time on the foremast of the *Basilisk*, produced an effect upon the crew, as may be easily imagined, for other than that which was intended. All these tribes were of similar appearance to those met with in the neighbourhood of Redear Bay, but Captain Moresby unfortunately tells us nothing about the language which they spoke. They were ever ready to barter, and gladly exchanged their fruits, vegetables, and other commodities for hoop-iron, to which they took an especial fancy. Though apparently peaceful, some of the tribes were human bones as ornaments, and others had large war canoes capable of carrying a considerable number of fighting men. The D'Entrecasteaux islanders were skilled agriculturists, for there were found large enclosures well fenced in with bamboos, and producing many kinds of vegetables, similar to those which have since been observed by other explorers on New Guinea itself. Everywhere in New Guinea the soil is described as being exceedingly fertile, and the tropical foliage as singularly luxuriant, some of the trees being of gigantic height. The density of the population met with on both these voyages was one of the most remarkable features of the exploration. Villages of considerable size were seen not only along the coast, but nesting far away among the hills, and it is clear that this part of New Guinea at least offers little unsettled land to the adventurous settler. The crew of the *Basilisk* came across scarcely any wild animals, though birds were plentiful. One only they found the traces of some large graminivorous animal, which they took to be a rhinoceros, but could see nothing of the creature itself. The megapode with its large earth nests was common, and the bird, being very good eating, was frequently shot. After leaving D'Entrecasteaux Islands and coasting along the northern shores of Papua the landscape rapidly changed, and in place of the dense forests of the southern portion the country was broken into plateaus and open woods. The natives, however, were still very numerous, and soon began to be exceedingly hostile, becoming also more and more negroish in type the nearer the *Basilisk* approached the Malayian Archipelago.—*Pall Mall Budget.*

## Quotations.

Hongkong, April 27, 1876.

OPIMUM.—New Patna, cash...	620	
" " " " " " " " " " " "	credit, 623	
" " " " " " " " " " " "	Old Patna, cash...	607
" " " " " " " " " " " "	credit, 610	
" " " " " " " " " " " "	New Benares, cash...	—
" " " " " " " " " " " "	credit, —	
" " " " " " " " " " " "	Old Benares, cash...	582
" " " " " " " " " " " "	credit, 585	
" " " " " " " " " " " "	New Malwa, cash...	580
" " " " " " " " " " " "	credit, 585	
" " " " " " " " " " " "	Allowance Tels. 24 & 48	—
" " " " " " " " " " " "	Old Malwa, cash...	585
" " " " " " " " " " " "	credit, 590	
" " " " " " " " " " " "	Allowance Tels. 16 & 32	—
GAMPHOR, ... ..	15	
QUICKSILVER, ... ..	85 & 84	
SALT PETRE, ... ..	5.40 & 54	

## Exchange.

Bank, 6 months' sight, ...	3/10 1/2
Credit, 6 months' sight, ...	3/10 1/2
On Calcutta, Bank demand, ...	221
" Bombay, demand, ...	221
" Shanghai, demand, ...	7 1/2
" Shanghai, 30 days' sight, ...	7 1/2
Bar Silver, 17, dwts. 2, ...	—
Sycee, ...	—
Mexicans, ...	—
Gold Leaf, ...	26.20
English Sovereigns, ...	5.11
Australian Sovereigns, ...	5.13
Discount, ...	7 & 9

## Shares.

Hongkong Bank, par.	—
H. K. Fire Ins. Co., \$510	—
China Fire Ins. Co., \$158	—
Victoria Fire Ins. Co., \$70	—
H. K. & W. Dock Co., \$5 1/2	—
China Trade Ind. Co., \$1600	—
Union Ins. Society of Canton, \$650	—
Chinese Insurance Co., \$207	—
North China Ins. Co., Tls. 850	—
C. & J. Marine Ins. Co., Tls. 34 & 3/4 return.	—
Yangtze Ins. Association, Tls. 650	—
H. K. O. & M. S. Boat Co., 8 dls.	—
Union B. Navigation Co., Tls. —	—
Shanghai Steam N. Co., Tls. 70	—
Hongkong Steam Co., \$50 dls.	—
Chinese Imperial Loan, \$105.15/	—

## Temperature.

Hongkong, April 27, 1876.  
(Taken at Messrs. Folsom & Co.'s Premises, Queen's Road.)

Thermometer—2 A.M., ...	75
" " " " " " " " " " " "	75
" " " " " " " " " " " "	75
" " " " " " " " " " " "	75
" " " " " " " " " " " "	70
Barometer—4 A.M., ...	30.80
" " " " " " " " " " " "	29.80

## Shipping Intelligence.

## HOME SHIPPING.

The following is taken from the latest London Papers:—

## DEPARTURES.

Jan. 6, Annie Braginton, from New York to Shanghai.	—
Jan. 6, Otterburgh, from Cardiff to Hongkong.	—
Jan. 6, Lyke Tilt, from Cardiff to Hongkong.	—
Jan. 10, Echo, from London to Hongkong.	—
Jan. 11, Titan, from Penarth to Hongkong.	—
Jan. 13, Antipodes, from Cardiff to Hongkong.	—
Jan. 17, Alex. McNeil, from Cardiff to Hongkong.	—
Jan. 17, Onward, from Liverpool to Hongkong.	—
Jan. 18, Sophia, from Cardiff to Hongkong.	—
Jan. 20, Forward Ho, from London to Yokohama, &c.	—
Jan. 22, Flitahire (str.), from London to Penang, &c.	—
Jan. 21, Lord Macaulay, from Newport to Hongkong.	—



## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GALICIA" will be despatched for San Francisco, via Yokohama, on MONDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of 30th Instant. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required. Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates. For further information as to Freight or Passage, apply to the Agency of the Company, Praya West. G. B. EMORY, Acting Agent. Hongkong, April 1, 1876. my1



STEAM FOR SINGAPORE, PENANG, PORT OF GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

THE PRINCIPAL AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "WALTON," Captain J. C. BABOT, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above ports, on SATURDAY, the 6th May, at Noon. CARGO will be received on board until Noon; SPECIE and PARCELS at the Office until 2 p.m. on the 6th May. For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

## CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcel; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration. Shippers are particularly requested to note the terms and conditions of the Company's Blank Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. McIVER, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, April 23, 1876. my6

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND FORTYING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe. Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS. A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama. At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. For further information as to Passage and Freight, apply to the Agency of the Company, Praya West. G. B. EMORY, Acting Agent. Hongkong, April 16, 1876. my16

## ON SALE.

## THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary References, BY WILLIAM FREDERICK MAYERS.

Price: 3s.

Singapore,.....KELLY & Co.  
Hongkong,....."CHINA MAIL" OFFICE.

## Insurances.

## QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.  
Hongkong, January 1, 1874.

## YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co., Agents.  
Hongkong, July 9, 1872.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton. Hongkong, January 4, 1867.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREE, Secretary.  
Hongkong, November 1, 1871.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1868.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.  
Hongkong, April 17, 1873.

## YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.  
Hongkong, June 3, 1874.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £25,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.  
Hongkong, January 6, 1876.

## Insurances.

## THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL.....£500,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China, and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.  
Hongkong, September 6, 1875. jyl

## THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agents in Hongkong for the above named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China. Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.  
Hongkong, September 27, 1875.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.  
Hongkong, July 6, 1875.

## ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

METCALERS & Co., Agents, Royal Insurance Company.

## Intimations.

## COAL DEPOT.

COALS of every description supplied to Steamers by the Underigned. Orders may be left at the Godowns, Wandoo, with Mr. J. MACGREGOR, or LAONG AN YON, KROENHIE, Praya.

LANDSTEIN & Co.

Hongkong, November 1, 1875. my1

## F. KRUPP'S CAST STEEL WORKS, Essen (Germany.)

Sole Agent for China,

F. REIL.

HONGKONG, SHANGHAI, COLOMBO (Germany.)

## NOTICE.

THE Underigned beg respectfully to inform the Public that they have Established themselves as BUTCHERS and GENERAL COMRADORES, At No. 1, Graham Street.

And are prepared to Supply Fresh and Salt PROVISIONS and STORES; also, WINES, SPIRITS and ALLES of every description.

MATTHEW & Co.

Hongkong, March 25, 1876. my6

## IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

As a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBVIOUS.

## Now Ready.

## THE CHINA REVIEW, Vol. IV., No. 4.

Annual Subscription, postage included, \$5.50.

## CONTENTS.

Essays on the Chinese Language, The Folk-lore of China, Peo-se; The Cleopatra of China, An Introduction to a Retrospect of Forty Years of Foreign Intercourse with China.

One Page from Choo Fod-tze, The Expedition of the Mongols Against Java in 1293, A.D.

The Wry-Necked Tree, Phallio Worship, Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters:—Chinese Anti-Opium Associations, Publications of the Hongkong Corresponding Committee of the Relief.

Tract Soc.

Hongkong School-book Committee, Chinese Wills, Chinese Breach-Loading Guns, History of the Maritime Provinces, Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, March 11, 1876.

## Intimations.

## THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Underigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.  
Hongkong, March 24, 1876. j24

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

## STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Underigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.  
Hongkong, March 24, 1876. j24

## For Sale.

## FOR SALE.

VERY Handsome PHAETON. 1 Set Double HARNESS, nearly new. 1 Set Single HARNESS.

Apply to L. MALLORY, No. 2, St. John's Place.

Hongkong, April 19, 1876.

## DUC DE MONTEBELLO CAME BLANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen.)

Plats, \$16 (2)

5 per cent. discount on 26 cases.

Bourbon WHISKEY. \$12 per case (1 dozen.)

FOR SALE BY HEARD & Co.

Hongkong, June 22, 1875. tl.

## FOR SALE.

## THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.

MARINE LOT 111, WANCHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.

AT YOKOHAMA:—

LOTS No. 6 AND No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses. Area 1,064 Taubos of 36 square feet.

Annual Ground rent, \$263.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Comrades' Quarters, Stabling and Fire Engine House. Area, 554 Taubos.

Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL, T. G. LINSTED, Trustees A. Heard & Co.'s Estate, 23, Queen's Road, Hongkong.

Hongkong, February 1, 1876. my1

## To Let.

## TO LET.

THE Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GABRIEL.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DUBOIS & Co.

The Dwelling House and Office, No 1, Wyndham Street.

(Also with occupation from 1st May next.)

The Dwelling House No. 46, Peel Street, now in the occupation of Mr HAUSSCHILD.

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr STOUT.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 24, 1876.

## TO LET.

WITH Possession on the 1st April.

THE Premises in Queen's Road Central, known as the "London Inn."

Apply to LANE, CRAWFORD & Co.

Hongkong, March 9, 1876.

## TO RENT CHEAP.

OFFICES and Godown, No. 53, Praya, lately occupied by Messrs TAYLOR & THOMPSON. Also Office and Godown situated in the rear of the Messageries Maritimes Office.

Apply to LAI HING & Co.

Hongkong, March 30, 1876.

## TO LET.

HOUSE No. 5, Zetland Street.

DAVID SASSOON, SON & Co.

Hongkong, April 8, 1876.

## HONGKONG MARKET PRICES.

Corrected to Saturday, April 22, 1876.

At 1090 Cash per Dollar Mexican.

Par. Highest Lowest Cash.

## Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 170 160

Beef, sirloin and prime cut, sy. 200 160

Beef Corned, " catty 160 140

" Roast, " 180 160

" Soup, " 100 80

" Steak, " 180 160

Bullocks' Brains, per set 80 70

" Tongue, fresh, each 300 250

" " corned, " 450 400

" Head, " 1100 900

" Heart, " 160 140

" Feet, " 80 60

" Kidneys, " 100 80

" Tail, " 160 120

" Liver, " catty 120 100

" Tripe (undressed), catty 60 40

Calves' Head and Feet, set 600 500

Ham, American, lb. 350 —

" Chinese, " 200 160

" English, " 400 360

Mutton Chop, " 200 180

" Leg, " 200 180

" Shoulder, " 160 140

" Liver, " 130 120

Pigs' Chittlings, " catty 60 50

" Feet, " 120 110

" Fry, " 110 100

" Head, " 110 100

" Heart, " 70 50

" Kidneys, " 70 60

" Liver, " lb. 120 110

Pork, Chop, " catty 160 15